

A great number of anarchists have been arrested in France and Ireland since the assassination of Mr. Crotty.

Mr. Kell Harde has protested against the introduction of a motion in the House of Commons congratulating the Queen on the birth of her great-grandson.

SYDNEY, July 24th.

The Full Court at Sydney has upheld the conviction of Cummings and Lee for the murder of the bank manager at Barraba.

BRISBANE, July 24th.

Trouble is again to the fore among the Queensland shearers, and in several instances the non-union workers have been threatened and maltreated. Armed constables have been told off to protect these men and endeavour to preserve order.

ADELAIDE, July 24th.

Splendidly rich discoveries of gold continue to be made at Milgarry, in this colony.

The prospects at Millingrove are also improving.

PERTH (W.A.), July 24th.

Another discovery of gold of extraordinary richness is reported as having been made twelve miles south of Coolgardie. The show is described as unparalleled—exceeding anything of the kind ever previously discovered in any part of the world. One specimen stone from the ground has been sold for £2,000. The lucky finders are a party of Melbourne and Sydney men, who in six weeks have obtained five thousand ounces of gold.

LONDON, July 25th.

The Conference of British and colonial delegates at Ottawa, Canada, has carried resolutions favourable to commercial reciprocity between the various branches of the British Empire, and the constitution of the Australian Pacific Cable.

After considerable opposition, the United States Senate has decided to admit wool free of duty. Secretary Sherman proposed the imposition of a duty of 50 per cent.

Great inconvenience and loss is resulting from the strike of the United States. A meat famine is feared in the eastern States, the strikers having seized the trains and cut off the usual supplies of cattle from the west. The Government is adopting energetic measures with a view to speedily putting an end to this chaotic and ruinous condition of affairs.

The police are being sent with arms, and strong bodies of troops are being despatched to different points.

The health of the Pope of Rome is stated to be rapidly failing.

The Prince of Wales' yacht *Britannia* has beaten the Earl of Dufferin's *Valerite*.

The French police have discovered another anarchist plot connected with the assassination of President Carnot. It was arranged prior to the murder that Madame Carnot should be seized and held as a hostage in order that the assassin might not be punished.

BRISBANE, July 25th.

The labour troubles in Queensland are developing apace, and several fresh instances of intimidation and outrage by the unionist shearers are reported. A woolshed at Ayrshire Downs has been burned to the ground; and a similar fate has befallen the shed at Oondooroo Station. In the first-named case the shearer, who was the cause of the trouble, was severely injured. In the second case, the shearer, who was the cause of the trouble, was severely injured.

ADELAIDE, July 25th.

The Government has carried a resolution in the Legislative Assembly empowering them to make advances to the extent of £30,000 for the erection of frozen meat works.

The South Australian Government intend to make a further reduction of from 5 to 12½ per cent. in the salaries of all their public officers.

PERTH (W.A.), July 25th.

Certain of the Coolgardie mines are giving good returns from a depth of 100 feet, and the fact is taken as indicative of the field's permanency. The Rothschilds have appointed a mining expert named Becke as their representative on the field, the work of development is steadily progressing, and a general all-round improvement is reported.

LONDON, July 26th.

Further particulars concerning the great yacht race show that the Prince of Wales' yacht *Britannia* beat the American yacht *Vigilant* by thirty-five seconds. During the race the Earl of Dufferin's yacht *Valerite* was run down and sunk.

A body of strikers, composed of over ten thousand, attacked the Chicago police on Thursday last. The latter were quite incapable of controlling the mob, and the rioters had a free hand, wrecking buildings and railways, looting shops, and inflicting other damage. Six large buildings, forming part of the World's Fair, were burned to the ground. Strong forces of military are on their way to the scene, and excitement is intense. Thirty of the leading strikers had been arrested by the authorities a day or two previously on a charge of criminal conspiracy, and this was presumed to be the immediate cause of the alarming outbreak.

The death is announced of Layard, celebrated for his explorations and discoveries at Nineveh, aged seventy-seven.

The great railway strike in America is assuming gigantic proportions, and the troops cannot cope with the rioters, as they are not allowed to fire. Thousands of cars have been burned by the strikers, and the trains have been deranged, miles of railway line have been ruined and numbers of engines disabled, the loss to the railway companies being enormous.

In consequence of the railway strike in America which stopped the carriage of coal, 100,000 tons have been dismissed from various facilities in Chicago, as there is no fuel to carry on with.

A serious conflict has taken place in Chicago between a mob of 15,000 rioters and the troops. The latter fired on the mob, wounding several of whom were fatally injured. There are now 10,000 troops in Chicago, and martial law has been proclaimed there. The Chicago police estimate there are 50,000 idlers and marauders roaming about the city, most of them being foreigners.

The losses caused by the destruction of property and suspension of traffic in connection with the American strike is estimated at six million dollars.

The strikers at St. Louis are returning to work, but all the railway men at Detroit have now struck.

SYDNEY, July 26th.

News has been received of a native rising in Fiji which, however, has been quelled by Government after a sharp fight, which involved some loss of life.

A fire broke out last evening in the public office in Sydney, and damage to the amount of £10,000 was done.

PERTH (W.A.), July 26th.

John McCabe has been sentenced to 15 years' penal servitude for damaging the Roman Catholic presbytery at York, Western Australia, by an explosion of dynamite.

BRISBANE, July 26th.

The Shearers' trouble in Queensland is becoming more threatening. The Government is offering a reward of £500 for information leading to the arrest and conviction of the perpetrators of the Ayrshire Downs outrage.

PERTH (W.A.), July 26th.

The "Londoner" mine, Coolgardie—the phenomenally rich discovery referred to last

week—has been purchased by Mr. Beaglehole for £50,000, the original holders also retaining a one-sixth interest.

SYDNEY, July 26th.

Two serious fires have occurred in Sydney. One broke out in the public office on Monday night, inflicting damages estimated at £200,000, and yesterday a conflagration took place in the Safe Deposit Buildings, destroying property to the value of £2,000 before its progress could be checked.

ADELAIDE, July 26th.

Bishop Kennon has been promoted to the English Bishopric of Bath and Wells.

LONDON, July 26th.

The third heat of the great yachting contest has resulted in the *Britannia* again easily defeating the American yacht *Vigilant*.

A tactical collision has occurred in the Black Sea between an Italian and a Russian steamer. The latter sustained terrible injuries and foundered almost immediately, seventy of the crew going down with her.

Twenty thousand men are now out on strike in California alone. These men are all well armed, but are said to possess only twenty thousand rifle cartridges. They are drilling incessantly and otherwise preparing for a strike.

Strong bodies of troops are being concentrated at Chicago, who are instructed to take extreme measures to blot out the incipient revolution in that city.

Martial law has been proclaimed in several of the disturbed western States, and the authorities are making vigorous efforts to restore order. Several hundred bluejackets have been enrolled. The strikers are found in their denunciations of President Cleveland.

The strikers have destroyed a train by means of dynamite. The locomotive was hurled from the line and completely wrecked, and all the carriages were more or less damaged.

A resolution in favour of the preferential trade between the colonies was carried at the Ottawa Conference by 5 to 3, the dissentient colonies being Queensland, New South Wales and New Zealand.

Everything is quiet at Chicago in connection with the great railway strike, and the situation is generally improving elsewhere.

At Sacramento, the State capital of California, the strikers are, however, now armed with 1,500 rifles and revolvers, and have entrenched themselves behind earthworks as yet to be prepared to stand a siege.

Five companies of the Federal troops, with Gatling guns, have left San Francisco for Sacramento.

Debs, President of the American Railway Workers' Union, has been arrested on a charge of conspiracy, and the Vice-President and the Secretary of the Union have also been arrested for tampering with the railway points.

One million Knights of Labor were expected to go out on strike in the United States yesterday, July 26th.

The strikers in California have formed an entrenched camp, guarded by fifteen hundred riflemen. The Government has dispatched a body of troops to the locality, with orders to destroy the fortification and disperse its defenders at any cost.

Several Gatling guns have been forwarded for the use of the police in the disturbed districts.

The principal instigators of the recent serious riots in Chicago have been arrested.

It is expected that fully a million men will shortly be on strike in different parts of the United States, and the situation is causing grave anxiety.

The whole of the recent outrages are believed to have been instigated by the organization known as the "Knights of Labour." This association is supporting the action of the Pullman carmen, who within the last few weeks have seized and burned two thousand cars on the different railway lines.

The Seaham colliers, Newcastle, have struck in direct opposition to the advice of the union delegates.

SYDNEY, July 26th.

A gang of coiners, consisting of three men and one woman, have been arrested in Sydney. A number of spurious coins and complete plant were found on the premises. A large number of counterfeit coins have been put into circulation.

MELBOURNE, July 26th.

Lady Hopetoun has met with a serious accident whilst hunting in Victoria, her horse falling at a jump and breaking the lady's ribs and nose.

BRISBANE, July 26th.

The annual report of the Mount Morgan Company shows that during the year 65,076 tons of ore has been treated for a yield of 102,226 ounces of gold. The amount paid in dividends was £300,000.

AUCKLAND, July 26th.

The cutter *Paku* is believed to have been lost with all hands on the coast of New Zealand. Charles Turner, the well-known optimistic singer, died at Auckland, after a brief illness.

PERTH, July 26th.

Four thousand three hundred ounces of gold have been roughly doled from one ton of stone taken from the Londonderry mine, Coolgardie.

SIAM NOTES.

Bangkok, 25th July.

The *Chowfo* (Capt. Phillips) reached Paknam on Friday afternoon, after sticking on the bar for a couple of days. As Dr. Adamson had doubts with regard to two or three of the passengers or crew, he delayed down the bar for observation.

No fewer than four hundred Chinese have taken passage for Holbow by the *Phra Chao Kiao*. Such a number of emigrants by one ship has not been known here since this time last year. The plague in Hongkong is said to be responsible for it, by arousing anxiety as to the welfare of the families of the Chinese here.

The lawyers here have been trying hard to induce Mr. Beckett to postpone litigation at the British Consulate for a month, so that he can have a holiday, like the real home lawyers. Mr. Beckett, reflecting that this would seriously inconvenience several hundred authors, has intimated that they can't all the vacation they like, but the Court will go on just the same.

The Rev. E. B. and Mrs. McGilvary, late of the American Presbyterian Mission, arrived from Chicago on Friday. They are returning to the States. Mr. McGilvary having resigned on account of theological differences with the Board. He is a strong supporter of Dr. Briggs, under whom he was trained, and whose heterodoxy caused his expulsion from the church a while back. Under these circumstances Mr. McGilvary has preferred to follow in his leader's footsteps voluntarily.

News from Chicago states that up to early last month the street contractors employed by the Board Co. had lost no less than thirty-five of their elephants from anthrax. The loss, which will ultimately fall to a very great extent upon the Company, cannot be far short of £25,000.

An anonymous prospectus is in circulation, heralding the establishment of a new Anglo-Siam daily paper at the extremely low price of £100 per month—first month gratis. It is to be called the *Independent*, and to live up to its name so far as is found feasible by the "experienced journalist of high attainments" who is shortly expected here to run it. Healthy competition never did harm yet, and we shall welcome the new venture cordially on the 1st proximo.

We regret to have to announce the demise of Capt. David Williams, of the British ship *Tussockdale*, which occurred at the Bangkok Hospital about 1 a.m. yesterday. Capt. Williams was attacked with dysentery early last month, soon after the arrival of his vessel from New York, via Java.

Despite the unremitting care and attention of Dr. Hays, and of his fellow-countrymen and colleagues, Captains Hughes and Lewis, he gradually got worse, his mental and physical powers being at length so impaired that he was removed to Hospital on Thursday, only to die of paralysis thirty-six hours later.

He was a native of Red Wharf Bay, County Anglesey, and was about forty years old. During his short sojourn here he had gained many friends, and none lament his loss more sincerely than the crew of his ill-fated ship.

Bangkok, July 26th.

The authorities at the International Court have notified the acting British Consul, Mr. Beckett, that six of the seven Chinese who were charged with the murder of two Indian watchmen at Pak-prie, in April, have confessed their guilt, and have been sentenced to death. With two principals are condemned to death, but unless his Majesty confirms the sentence, it will be commuted to imprisonment for an indefinite period, with sixty lashes and a fine. The others will receive the lesser punishment in any case, the total pecuniary penalty being assessed at £25,425, half of which goes to the families of the victims—if it is paid. The murderers have also to pay (if they can) £25 as compensation to the Government.

The amount being estimated according to the scale of value applying to slaves.—*Siam Observer*.

THE CHINESE TREATY WITH AMERICA.

It is not improbable, says the *San Francisco Bulletin*, that the present Administration may succeed in having open to the Chinese colonies through the agency of the treaty now pending in the Senate of the United States. A singular and inexplicable phase of the situation is that the treaty, which is a device to destroy the efficiency of the existing laws in restraint of Chinese immigration, is proposed by the Secretary of President Cleveland, and is a distinct reversal of the policy pursued by Cleveland when he signed the Scott Exclusion Law. To any person at all conversant with the history and duplicity of the Chinese, it is apparent that they will have gained a great advantage if the treaty is adopted. There is a strong inclination on the part of some members of the California delegation to follow the path of individual advantage in preference to advocating boldly the cause of the people of the Pacific Coast in this matter.

It would be refreshing to hear at this time of the presentation of a clear and effective protest in the Senate on the part of California's Democratic Senators against the consideration of a proposed treaty against the people of the Pacific Coast. It is just about six years since a proposed new treaty with China was in the Senate, when a ringing protest by W. W. Morrow, then a Republican Congressman, was addressed to the Chairman of the Senate Committee on Foreign Relations, Senator Sherman.

It is pertinent to quote at this time from that protest, for the peril of re-opened Chinese immigration is imminent, and action is necessary to avert a terrible Democratic Senator, now in the majority, to the danger of the situation.

"The treaty of November 17th, 1880," wrote Congressman Morrow to Senator Sherman, "was negotiated for the purpose of suspending Chinese immigration. It had no other purpose in view. It was the response of the Government to the urgent and often-repeated demand of the Pacific Coast that an effective barrier should be raised against the imminent peril of an overwhelming invasion of the Pacific Coast."

For the time being, the treaty was not as comprehensive in its execution as it was in purpose."

Having made this essential point Congressman Morrow recalled the history of the period between November 18, 1880 and August 5, 1882, when the first restrictive law went into effect, during which period 45,054 Chinese arrived at San Francisco, which was a decrease of 30,000 arrivals over the previous average for twenty months. "For the time being," wrote Congressman Morrow forcibly, "the purpose of the treaty was not only defeated, but its negotiation caused a large increase in Chinese immigration." Again said Congressman Morrow:

"The practical effect of leaving our doors open to Chinamen who will assert and prove this claim of prior residence, is to defeat the whole purpose of the treaty altogether, and to leave the Pacific Coast, as it can be easily demonstrated, that the immigration will be continued under the disguise of the privileged class."

Congressman Morrow gave statistics showing a steady increase in Chinese immigration under the Restriction Act until the number of coolies arriving had again reached proportions of the most dangerous and threatening character.

The Bayard treaty was pending when Congressman Morrow made the earnest appeal. This treaty was a Democratic measure, which received the hearty support of President Cleveland. Congressman Morrow pointed out its defects and suggested changes which would be necessary to effect the object aimed at—restriction of Chinese immigration.

The reason why President Cleveland consented to the introduction of the Scott Bill at this juncture, and which was passed by a Republican Congress, was that he feared the Chinese would reject it, and this he believed would injure that party in the pending campaign. But the Republicans stood up to the issue and passed the Bill. Its effect has been good. Under its operation the Pacific Coast has experienced the most effective restriction of Chinese immigration that has been gained. Whatever, therefore, has been done for California in this respect was done by the Republican party.

But President Cleveland is nothing if he is not a politician, and therefore, an effort to abandon Republican measures which have strengthened that party meets with his approval. And he goes back to his old idea of a treaty which Congressman Morrow showed was one which promised no relief for that coast.

To now cast aside or render ineffective the laws that have been enacted in partial restriction, through the dangerous experiment of a new treaty, would be a crime against civilization. Chinese immigration affects disastrously Democrats and Republicans on this coast alike, and among them there is no difference of opinion as to the character of the laws that should deal with it.

Whether they are made by Democrats or Republicans is all one to them, providing they are good. But the Chinese are not those who are so easily excluded, and those who now have more nearly accomplished that end than anything that has been devised. A new treaty, with provisions that will let in a horde of students, teachers, merchants and travellers, whose baggage consists at most of the baskets of the peddler, will not be received by Pacific Coast Democrats with satisfaction.

Congressman Morrow, in the latter above referred to, said: "I must say, in justice to myself, that I have not changed the views I have heretofore expressed in urging legislation terminating all treaty stipulations and absolutely prohibiting all Chinese immigration."

The soundness of the views then expressed have since then been demonstrated, and it is probable that there would now be no effect to

change existing laws were it not for the apparently partisan jealousy of a Democratic Administration at the success of Republican measures dealing with the Chinese question. No other explanation can be given for an attempt to set aside laws which measurably accomplish the object for which they were passed, and to adopt methods which failed when they have been tried heretofore.

HOW A LOT OF MONEY LEAKS OUT.

WHAT does a man do when he finds a hole in the pocket where he carries his money? Anybody can answer that question. He has it sewed up, of course, directly, and good and strong, too. I suppose it is with you just as it is with me. When I spend money, even foolishly, I can tell where it went, and may be I've had some sort of pleasure out of it. But I do mortally hate to lose money, lose it out and out, you know, and have no satisfaction from it, or know how or when it left my possession.

Well now, let me show you the worst and biggest hole any man ever had in his pocket: a hole that lets the cash leak away like water through a sieve, a hole that is the hardest in the world to sew up. A short story will show it best.

"Drummond South Cottage, Musselburgh, near Edinburgh, September 16th, 1891.

"Gentlemen,—Up to 1885 I was always strong and healthy. About this time I began to feel bad. I was tired, languid, dull, and listless, and everything was a burden to me. I had no desire for company, and what had come over me I could not make out. My tongue and mouth were dry, and I had a deal of phlegm on my stomach. The whites of my eyes had become discoloured and my skin was yellow. I had no appetite, and after eating I had great pain at my chest and sides, also across my stomach. After a time the pain settled in my left side, and my heart would beat and jump in a manner that alarmed me. By-and-by I got so weak that I was not able to go about the house, and I felt that I ought to be in bed. The pains at my side and stomach became so bad that I had to remove my clothing (everything seemed so tight), and I used to press my stomach and hold my sides to try and ease the pain. Getting worse I saw a doctor at Musselburgh and was under him for three months, but his medicine gave me no relief. After this I went to a clever doctor at Preston Pans who said I was suffering from indigestion and dyspepsia. He sent to London for some celebrated medicine which was packed in small phials. This medicine seemed to dissolve my food, and I felt easier for a time, but I gained no strength or real benefit, and after persevering with his treatment for six months, I gave up and fell into my old state. I next went to a doctor at Musselburgh, but all his medicines did me no good. After this I saw another doctor (that is a fourth doctor), but with the same result: none of them gave me anything that reached my complaint. I now lost all faith in physic, for I had spent a deal of money and taken so much medicine that I lost all my teeth through it, and was no better for it. In great misery I lingered on month after month, always ailing, when in August of last year (1889), my husband called at Mr. Jack's Drug Store, High Street, Glasgow, and told him what my condition was. Mr. Jack gave him an account of the head of from many of his customers that had taken a medicine called Siga's Syrup, and strongly recommended him to bring me a bottle. He did so, and I commenced taking the Syrup, and I found some relief from the first bottle, and by the time I had taken four bottles I was as well and strong as ever I was in my life, and had since kept in good health. I tell every one what Siga's Syrup has done for me. I never thought to get better again, and I consider it has saved my life. I wish others to know this, and if by publishing this statement it will be the means of helping others, as it helped me, you can use this letter as you like. Yours truly, (Signed) Jeannette Watson."

Look back to about the middle of the above letter and again read what the writer says: "I had spent a deal of money and taken so much medicine that I lost all my teeth through it, and was no better for it. In great misery I lingered on month after month, always ailing, when in August of last year (1889), my husband called at Mr. Jack's Drug Store, High Street, Glasgow, and told him what my condition was. Mr. Jack gave him an account of the head of from many of his customers that had taken a medicine called Siga's Syrup, and strongly recommended him to bring me a bottle. He did so, and I commenced taking the Syrup, and I found some relief from the first bottle, and by the time I had taken four bottles I was as well and strong as ever I was in my life, and had since kept in good health. I tell every one what Siga's Syrup has done for me. I never thought to get better again, and I consider it has saved my life. I wish others to know this, and if by publishing this statement it will be the means of helping others, as it helped me, you can use this letter as you like. Yours truly, (Signed) Jeannette Watson."

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the Rate of TWO AND A HALF PER CENT. (ONE DOLLAR AND TWENTY-FIVE CENTS per Share) for the Six Months ending 30th June, 1894, will be PAID to those Persons, who are Registered as SHAREHOLDERS in the above Company on MONDAY, the 13th August, 1894. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th August, both days inclusive.

By Order, WM. MATHISEN, Acting Secretary.

Hongkong, 27th July, 1894.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH" FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 27th July, 1894.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"NAMO," Captain Harri, will be despatched for the above Ports TO-MORROW, the 28th instant, at 10 A.M., and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 27th July, 1894.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA. THE Steamship

"DENBIGHSHIRE," Captain Evans, will be despatched as above on or about FRIDAY, the 3rd proximo.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 27th July, 1894.

CHINA COAST METEOROLOGICAL REGISTER.

26th July, 1894.—At 4 p.m.

27th July, 1894.—At 10 a.m.

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Intimations.

DAIRY PRODUCE!

THE HONGKONG DAIRY (ESTABLISHED 1871.) GARDEN ROAD, AND CAUSEWAY BAY.

FRESH MILK, FRESH BUTTER, CREAM, CREAM CHEESE AND NEW LAID EGGS.

ALWAYS ON HAND FOR CASH, OR TO ORDER. MILK FROM ONE COW FOR BABIES, BY SPECIAL ARRANGEMENT. NONE BUT THE FRESHEST AND BEST SUPPLIED.

ADDRESS:—J. KENNEDY, PROPRIETOR, GARDEN ROAD, [822]

Hongkong, 26th April, 1894.

Today's Advertisements.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

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The Share Market.

LATEST QUOTATIONS.

BANKS.
Hongkong and Shanghai Bank—98 per cent. prem., sellers.
The National Bank of China, Ltd.—on £8.0.0. paid up—\$24, sellers.
The National Bank of China, Ltd.—Founders' shares, nominal.
The Bank of China, Japan & the Straits, Ltd.—nominal.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—\$125 per share, sellers.
China Traders' Insurance Company—\$64 per share, buyers.
North China Insurance—Tls. 167½ per share, sales and sellers.
Canton Insurance Company, Limited—\$137 per share, buyers.
Yangtze Insurance Association—\$70, buyers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ltd.—\$15 per share, sellers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$180 per share, buyers.
China Fire Insurance Company—\$79 per share, buyers.
The Straits Fire Insurance Co., Ltd.—\$20 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—\$36½ per share, buyers.
China and Manila Steam Ship Company—\$65, buyers.
Indo-China Steam Navigation Company, Limited—\$34, sales and buyers.
Douglas Steamship Company—\$50, sales and buyers.

China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.
China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—\$160 per share.
Luen Sugar Refining Company, Limited—\$48, buyers.

MINING.

Punjom Mining Co.—(Ordinary)—\$61 per share, sellers.
Punjom Mining Co.—(Preference)—\$1.70 per share, buyers.

The Raub Gold Mining Co., Limited—\$5 per share, sellers.
The New Balmoral Gold Mining Co., Limited—\$1.90 per share, sellers.

Société Française des Charbonnages du Tonkin—\$80 per share, sellers.
The Jebeu Mining and Trading Co., Limited—\$5, buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—\$5 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—\$30 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$37½ per share, sales and buyers.
Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—\$11 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Shamone Hotel Co., Limited—nominal.
LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—\$10 per share, sellers.
The Hongkong Land Investment Co., Limited—\$1, buyers.

The West Point Buildings Co., Limited—\$24 per share, sellers.
Humphreys Estate and Finance Co., Ltd.—\$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—\$10, buyers.
Dakin, Cruickshank & Co., Limited—\$11 per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$6 per share, sellers.
H. G. Brown & Co., Limited—\$4 per share, buyers.

Hongkong Rope Manufacturing Company, Limited—\$105 per share, buyers.
Hongkong Gas Company—\$125 per share, buyers.

Hongkong Ice Company—\$78 per share, sellers.
Hongkong and China Bakery Company, Limited—\$40 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$4 per share, buyers.
The Green Island Cement Co.—\$5, buyers.

The Hongkong Electric Light Co., Limited—\$4.75, sellers.
The Hongkong High-Level Tramway Co., Limited—\$70, buyers.

Campbell, Moore & Co., Ltd.—\$4 per share, sellers.

EXCHANGE.

On LONDON—Bank, T. T. 2/1
Bank Bills, on demand 2/1½
Bank Bills, at 4 months' sight 2/1½
Credits at 4 months' sight 2/1½
Documentary Bills, at 4 months' sight 2/2½

On PARIS—Bank Bills, on demand 2/64
Credits, at 4 months' sight 2/69
On INDIA—T. T. 193½
On Demand 194

On SHANGHAI—Bank, T. T. 74
Private, 30 days' sight 75
Sovereigns (Bank's buying rate), 89.35
Silver (per oz.) 28½

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Andriozze. Mr. R. Lyall.
Rev. S. A. Bayle. Mr. C. E. Mehta.
Mr. P. C. Birch. Mr. T. D. Mitchell.
Miss R. C. Allen. Mr. T. D. Mitchell.
Dr. W. D. Neuberg. Mr. Oscar Noodt.
Mr. W. A. Duff. Captain E. Peck.
Mr. John F. Duff. Mr. F. E. Shaw.
Mr. Gerald Fitzgibbon. Mr. A. J. Webster.
Mr. Chas. K. Hall. Mr. W. Whalley.
Mr. J. Kington.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Bearblock. Mr. Maclean.
Miss Coe. Dr. Meaden.
Mr. H. L. Dalrymple. Mr. Medhurst.
Mr. Delbanco. Capt. and Mrs. Moore.
Mr. Dipple. Mr. H. Nicolle.
Mr. J. Dowling. Mr. W. Parfitt.
Mr. Farquharson. Mrs. Perkes.
Mr. Geo. Fenwick. Mrs. Robinson and children.
Dr. Forbes. Mr. F. H. Slaghek.
Mr. Fullerton. Mr. & Mrs. A. Findlay.
Rev. & Mrs. Hamilton. Smith and family.
Mr. W. S. Harrison. Mr. Stokes.
Mr. Geo. Holmes. Capt. & Mrs. Welman.
Mr. Jones.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Sarat*, with the outward English mail left Singapore on the 23rd instant at 4 p.m., and may be expected here to-morrow.

THE GERMAN MAIL.

Norddeutscher Lloyd Co.'s steamer *Sachsen* with the outward German mail, left Singapore on the 26th instant at 7 a.m., and may be expected here on the 30th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *Pera*, with mails, &c., from San Francisco on the 7th instant, left Yokohama on the 26th at daylight, and may be expected here on the 31st.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port via Yokohama, on the 17th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Tacoma for this port, via Japan, on the 25th instant.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the 17th instant for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong.

STEAMERS EXPECTED.

The steamer *Enrica* left Singapore on the 24th instant, and may be expected here on the 30th.

The P. & O. S. N. Co.'s steamer *Java* left Bombay on the 14th instant, and may be expected here on the 1st proximo.

The 'Shire' line steamer *Denbighshire* left Singapore on the 26th instant, and may be expected here on the 1st proximo.

The Chinese Mutual steamer *Ganyu*, from Glasgow and Liverpool, passed the Canal on the 11th instant, and may be considered due at Singapore on or about the 29th.

The P. & O. S. N. Co.'s steamer *Japan* left London for this port on the 13th instant.

ARRIVALS.

DAPHNE, German steamer, 1,201, J. Voss, 26th July, Singapore 17th July, General.—Siemens & Co.

TSINAN, British steamer, 2,280, G. Ramsay, 26th July, Sydney 6th July, General.—Butterfield & Swire.

FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 27th July, Canton 27th July, General.—C. M. S. N. Co.

CHRYSDRA, British steamer, 1,574, R. Carr, 27th July, Calcutta 11th July, and Singapore 21st, General.—Jardine, Matheson & Co.

DECIMA, German steamer, 955, Christiansen, 27th July, Saigon 22nd July, Rice.—Siemens & Co.

BYDRO, Norwegian steamer, 730, C. Brakke, 27th July, Bangkok 19th July, Rice.—Wilder & Co.

BISACCO, Italian steamer, 1,498, E. Barabino, 27th July, Singapore 20th July, General.—Carlowitz & Co.

BENLOE, British steamer, 1,186, J. D. Starick, 27th July, Moji 20th July, Coal.—Gibb, Livingston & Co.

BENMOHR, British steamer, 1,935, J. H. Clerk, 27th July, Amoy 26th July, Tea.—Gibb, Livingston & Co.

CHOYANG, British steamer, 1,194, R. C. Choyang, 27th July, Shanghai, and Swatow 22nd July, General.—Jardine, Matheson & Co.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 27th July, Bangkok 17th July, and Koh-el-chang 19th, and Holbow 26th, General.—Yuen Fat Hong.

SIKH, British steamer, James Rowley, 27th July, Tacoma 3rd July, Yokohama 18th, and Moji 20th, General.—Dedwell, Carrill & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Namos, British steamer, for Swatow, &c. *Arratoon Ahear*, British steamer, for Singapore and Calcutta.

Canton, British steamer, for Shanghai. *Haiphong*, French steamer, for Haiphong. *Bennoch*, British steamer, for Singapore and New York.

Freya, Danish steamer, for Holbow, &c.

DEPARTURES.

July 27 *Kueiyang*, British str., for Canton. July 27 *Proctor*, German steamer, for Saigon. July 27 *Tenzer*, British steamer, for Shanghai. July 27 *Tamarind*, Norwegian steamer, for Newchwang.

July 27 *Mathilde*, German steamer, for Tournon. July 27 *Arratoon Ahear*, British steamer, for Singapore and Calcutta.

July 27 *Canton*, British steamer, for Shanghai. July 27 *Haiphong*, French str., for Haiphong.

PASSENGERS—ARRIVED.

Per *Tinian*, from Sydney.—Messrs. Hall, Fitzgibbon, and 27 Chinese.
Per *Daphne*, from Singapore.—Captain Hock, Messrs. A. Voss, J. Bohmawitz, and 58 Chinese.
Per *Chalydra*, from Calcutta, &c.—219 Chinese.

Per *Shogwa*, from Singapore.—12 Chinese.
Per *Shogwa*, from Shanghai, &c.—1 European and 22 Chinese (deck).
Per *Phra Chom Kiao*, from Bangkok, &c.—Mr. F. D. Mitchell, and 2 Chinese.

REPORTS.

The Italian steamship *Biagno* reports that she left Singapore on the 20th instant, and had fresh southerly winds and fine weather.

The British steamship *Chalydra* reports that she left Calcutta on the 11th instant, and Singapore on the 21st instant. From Calcutta to Penang had dull cloudy weather with strong south-west monsoon, and from Penang to Singapore had fine clear weather with light southerly winds. From Singapore to port the first part of the voyage had light southerly winds and fine clear weather. The latter part had fresh south-west monsoon and dull cloudy weather.

The British steamship *Sikh* reports that she left Tacoma on the 3rd instant, with mails and general cargo. She arrived at Yokohama at 6 a.m. on the 18th. Sailed for Kobe at noon on the 18th. Sailed for Hongkong via Moji on the 20th, and had generally fine weather. On Wednesday, the 25th, we passed through a considerable fleet of Japanese men-of-war, drawn up in four divisions of five vessels, evidently en route for Korea. They looked very warlike with their guns run out, torpedo nettings up, and generally in fighting trim.

Post Office.

A MAIL WILL CLOSE—For Swatow, Amoy & Foochow.—Per *Namos* to-morrow, the 28th instant, at 9.30 A.M.
For Holbow and Haiphong.—Per *Haiphong* to-morrow, the 28th instant, at 9.30 A.M.
For Kobe and Yokohama.—Per *Hongay* to-morrow, the 28th instant, at 3.30 P.M.
For Amoy and Shanghai.—Per *Laureis* to-morrow, the 28th instant, at 3.30 P.M.
For Shanghai.—Per *Tinian* to-morrow, the 28th instant, at 3.30 P.M.

For Swatow and Bangkok.—Per *Phra Chom Kiao* on Sunday, the 29th instant, at 9 A.M.
For Yokohama and Higo.—Per *Daphne* on Monday, the 30th instant, at 3.30 P.M.
For Singapore, Samang, and Sourabaya.—Per *Tahana* on Monday, the 30th instant, at 3.30 P.M.

For Saedaka and Kudat.—Per *Memnon* on Monday, the 30th instant, at 3 P.M.
For Straits and Calcutta.—Per *Chalydra* on Wednesday, the 1st August, at 11.30 A.M.
For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Belgit* on Wednesday, the 1st August, at 12.30 P.M.

For Thursday Island, Townsville, Cooktown, Brisbane, Sydney, and Melbourne.—Per *Tahana* on Wednesday, the 1st August, at 2.30 P.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tahana* on Thursday, the 2nd August, at 2.30 P.M.

For Shanghai.—Per *Friyung* on Wednesday, the 1st August, at 3.30 P.M.
For Straits and Bombay.—Per *Shogwa* on Thursday, the 2nd August, at 10.30 A.M.
For Europe, India, &c.—Per *Bombay*—Per *Clyde* on Thursday, the 2nd August, at 11 A.M.

For Singapore.—Per *Kriemhild* on Thursday, the 2nd August, at 3.30 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Amoy* on Friday, the 3rd August, at 11.30 A.M.
For Kobe.—Per *Lydernhorn* on Monday, the 6th August, at 5 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Sikh* on Tuesday, the 7th August, at 11.30 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 15th August, at 11.30 A.M.

SHIPPING IN HONGKONG

AGNES, French steamer, 295, Geo. R. Stevens, 26th July, Singapore 17th July, General.—Siemens & Co.

BELOIC, British steamer, 2,697, Wm. H. Walker, 26th July, San Francisco 28th June, and Yokohama 19th July, Mails and General.—O. & O. S. S. Co.

DORIS, German steamer, 771, J. Baiden 22nd July, Saigon 17th July, Rice and Cotton.—Wilder & Co.

FAKE, British steamer, 117, Captain Stopand—Hongkong and Whampoa Dock Co.'s tug.

FRUP, Danish steamer, 397, C. L. Strad, 25th July, Pakhoi 22nd July, and Holbow 24th, General.—Arnold, Karberg & Co.

HAMOI, French steamer, 739, J. V. Chodsko, 25th July, Haiphong, and Holbow 21st July, Rice.—A. R. Marty.

HONGAY, British steamer, 1,163, James Young, 21st July, Samang 19th July, Sugar.—Jardine, Matheson & Co.

LAERTES, British steamer, 1,395, Grier, 26th July, Liverpool, and Singapore 20th July, General.—Butterfield & Swire.

LOKANO, British steamer, 978, N. Moncur, 20th July, Moji 15th July, Coal.—Jardine, Matheson & Co.

LYDERHORN, Norwegian steamer, 2,014, B. Hammer, 23rd July, Kutchin 17th July, Coal.—Salomon Kalsho.

MEMNON, British steamer, 915, Branch, 21st July, Saedaka, B.N.B., 15th July, Timber.—Butterfield & Swire.

MONKUT, British steamer, 850, N. Chichester, 20th July, Bangkok, and Koh-el-chang 19th July, Rice and General.—Yuen Fat Hong.

NAMOS, British steamer, 863, H. C. A. Harris, 25th July, Foochow 22nd July, Amoy 24th, and Swatow 24th, General.—D. Lapralle & Co.

NORMANHURST, British steam-launch, 55, 18th June, Sandakan 26th May.

PHRA CHOM KLAO, British steamer, 1,012, J. A. Morris, 25th July, Bangkok 19th July, and Koh-el-chang 19th, and Swatow 24th, General.—Yuen Fat Hong.

PRAYA, 130, Captain Macleane—Hongkong Government.

RIVERVIEW, British steamer, 1,111, Ed. Peck, 15th June, Hongay 10th June, Coal.—Jardine, Matheson & Co.

TATIAN, British steamer, 1,109, Anderson, 24th July, Swatow 23rd July, General.—Butterfield & Swire.

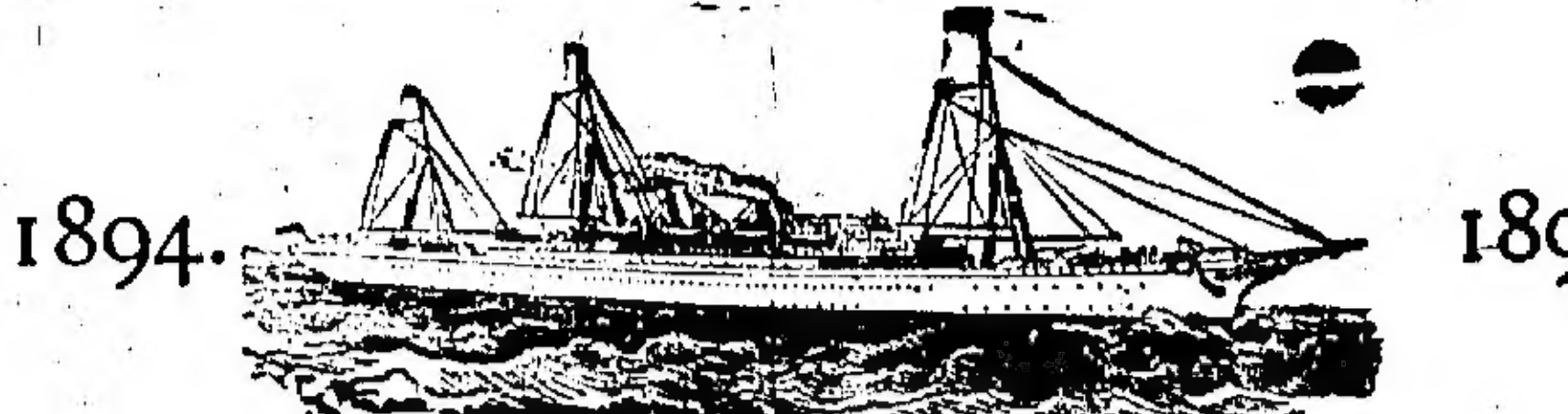
SAILING VESSELS.

CALIS CURTIS, American schooner, 35, Brake, 15th June, Yap (Caroline Islands) 20th May, General.—Order.

COMET, Nicaraguan barque, 600, J. Kirk, 26th June, Manila 15th June, Sugar.—Shewan & Co.

FOOHNO SUEY, Hawaiian bark, 808, D. Mahony, 18th June, New York 13th March, Kerosene oil.—Shewan & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 5th September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 3rd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

Hongkong, 25th July, 1894.
D. E. BROWN, General Agent, *Fielder's Street.*

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgit (via Nagasaki, Kobe, Inland Sea and Yokohama).....Wednesday, 1st Aug., at 1 P.M.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 2nd Aug., at 1 P.M.
Gaule (via Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 15th Sept., at 1 P.M.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 1st August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd July, 1894.

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JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under-
signed.
MITSUBI BUSSAN KAISHA, 8, Queen's Road Central.
Hongkong, 3rd January, 1894.

NOTICE.
JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Underigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:
"It is the best Disinfectant now."

W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 29th June, 1894.

TO BE LET.
HOUSES Nos. 28 and 30, ELGIN STREET.
Apply to the MEDICAL HALL, 70, Queen's Road Central.
Hongkong, 6th July, 1894.

TO BE LET.
D.WELLING HOUSES:—"HIGHCLERE," at MAGAZINE GAP. No. 1, RIFON TERRACE. FLOORS IN BLUE BUILDINGS. FLOORS IN ELGIN STREET, PERL STREET and STAMFORD STREET. FLOORS IN No. 5, SHELLEY STREET. No. 8, OLD BAILEY.

OFFICES:—PRAYA CENTRAL, over Messrs. DOUGLAS LAFRAIE & Co.'s GODOWNS:—BLUE BUILDINGS. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 2nd July, 1894.

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THE BANGKOK HOTEL.
FINE SITUATION: near the BANKS, TELEGRAPH and POSTAL DEPARTMENTS: